list per excellence proven in m'illons or destant of the line of t

Positively Cured by

hey also relieve Dis-TLY Less from Dyspepsia Indigestion and Too Hearty Enting. A per fect remedy for Dizzi-

ess, Nausea, Drowsi ss, Rad Taste in th Mouth, Coated Torrue, Pain in the Side, TOR-PID LIVER, &c. They regulate the Bowel and prevers Constipation and Piles. The nallest and mastest to take Only one pill a

LOCALETTES.

doss. Purely vegetable. Price 25 cents.

CARTER MEDICINE CO., Prop'rs, New York.

Work on buildings to cost \$300,000 progresses steadily.

It is said that the contract for the great bridge over the Trinity will be let within the next two weeks.

Within the next four months two fine iron bridges and nearly six miles of street car line will be built in Fort Worth and suburbs. It is remarked that the trees are back-

ward this year in putting forth their leaves, but this has probably saved much damage from the late cold weather. Fort Worth will have three conventions

far as heard from. Farmers and fruit men say the fruit has tit been injured by frost as yet, and that prospects for a bountiful yield were never

The question of a grand Union depot for Fort Worth is being sgitated more than ever, and there are prominent rais-

road men who are in favor of building it. Eight elegant passenger coaches for the Fort Worth and Denver are on the side tracks of that road in this city ready for use when the road puts on regular

It looks very much like as if work on three railroads extending from Fort Worth will begin very soon, and one of these is a road never before spoken of Fort Worth will then be a railroad center of the first magnitude.

THE RAILROADS.

It requires neither a prophet nor the son of a prophet to tell that the Fort Worth and Rio Grande will build several miles of railroad during the year 1888.

A road from Fort Worth to the sea, to a deep water port, passing through unoccupied territory, is the next railroad for Fort Worth which her live citizens will preach. It is coming, and that soon.

There are other great cities in the country which appreciate the benefits to accrue from the completion of the St. Louis, Arkansas and Texas to Fort Worth as the following telegrams received by E. E. Chase, president of the Fort Worth Board of Trade, will show: Sr. Louis, Mo., April 3, 1888 To the President of Board of Trace, Fort

Worth, Texas. We join with you in congratulations on the completion of another railroad line connecting the great city of the centre of the southwest, and hope it may inure to the benefit of both cities. CHARLES F. ORTHWEIN.

President Merchants' Exchange. LITTLE ROCK, ABK . Auri 3, 1888.
President Board of Trade, Fort Worth: The Board of Trade and citizense Little Rock join in congratulations un the completion of the Cotton Belt and direct connection with the metropelie of President of Board of Frade

LIVE STOCK NOTES.

There are no more cattle dying on the plains. The grass is well started and everything betokens prosperity to the cattle int-rests.

W. P. Hancock, in Farm and Ranch "The question of forage has Special to the Gazette. forced itself upon the attention and consideration of the farmers and stockmen of Texas. It must be solved and a general effort made to supply the permanen and growing demand for more and hetter feed if we are to keep pace with the advances which agriculture is msking in the state. Sorghum will supply this want more nearly in every particular than any other plant yet introduced. I do not believe there is anything grown on American soil that file the bill of an all-purpose plant, in this line, as well as sorghum. It is well adapted to our soil, climate and seasons, yielding immense crops. The old Chinese and amoer varieties are best for hay, and are earliest, but any variety is d when planted thick enough to cause it to grow smal. When properly managed nothing we can grow here excels it for hay for all kinds of stock, both for

taste and putriment. J. D. Good, one of the most widely known horse dealers on the New Orleans market, was in Fort Worth yesterday and left last evening for Southern Texas, where he will gather up some Texas sadhorses. Mr. Good is confident that there will be a large num-ber of Texas stock sold in the southern states this

this southern the year, and that the demand will begin to ake itself felt as soon as the farmers have got so far along with their crops es to Leve time to look around them. Texas horses are growing more and more in favor with the planters in the south, and they will be, for many future years, eager purchasers of that class of stock.

There has ocen a great deal of satisfaction felt in this city over the election of Mr. T. T. D. Andrews as president of the

was on foot to place the presidency of ion in hands other than those of Colonel Head's, though such move-ment was in no way antagonistic to Colonel Head personally, but had his concurrence and co-operation That genleman's connection with other concerns based upon the live stock industry, and other reasons of a sectional nature, made tappear to the interest of the associait, and no better man for that position than Mr. Andrews could be found in the

Colonel W. C. Young, president of the Liar o Cattle Company, was asked yester-day if he had brought any news from Den-

"No good news," he replied. "What seems to be the matter?" he

"Just this: That those Texas cattlewners who are depending upon the northwest as a market for their young shead of those in the northwest.

The fact is Texas cattle owners centry to finish their cattle, and they must arrange to do it at home. We are in a bad fix unless the placing of refrig erators at points near the ranges will bring us relief."

"What was done at the convention regarding the quarantine line?" was the nex question. "Nothing. The Texas delegation was

utdone by kindness. The Colorado State Live Stock Association had just flaished its annual convention at Denver when the range convention began its session, and as the former was too poor to pay its bills our delegation subscribed \$500 and set them on toeir feet. Before our arrival at Denver this state association had passed resolutions adverse to our position on the quar-

antine question. Well, we all went into the range convention together, and the first thing those Colorsoo schemers did was to fill all the effices with T-xas men -we could have had every office if we would have accepted. The fact is, they outpid us by kindness. After such behavior on their part, how could we turn around and pass resolutions directly opposed to those passed by our entertainers? And then, if we had passed such resoluions, they would have had very little influence with the Bureau, where they would have been looked upon as the sentiments of the Texas delegation only. A committee was appointed to investigate and report upon the matter, but that re-

in April, two in May and one in June, as port will never amount to much." Col. Young gorws very enthusiastic when speaking of the reception the delegates received in Colorado, which, he says, was a complete ovation from the time of en-

> Alfalfa Does Not Spread. Several gentlemen who have planted alfaifa and know what it will do, said vesterday, that it would not spread like Bermuda or Johnson gras but confined itself to the land on which it was planted.

> > Cattle Loss in Coryell County,

Correspondence of the Gazette GATESVILLE, TEX , March 29 .- Perhaps no county in the state has suffered a greater loss of cattle than Coryell, as evinced by the number of hides brough to town every day. Sheep have died out at a fearful rate, but in many instances death was caused by having no shelter.

Preparing to Feed Their Cattle.

ESTACADO, TEX , March 29 .has been blowing, but the wind has now shifted to the west, three or four inches of snow fell, but is now melting away of rain this year in Crosby and adjoining counties. The ground is in a better condition for this season of the year, than it has been for years. The farmers feel very sanguine over the present prospects for a large crop. The Matador E-peula and Kentucky Land and Cattle Companies, are farming very extensively this year, with the view of feeding their cattle through the winter.

A Sad affatr

MANSFIELD, TEX., April 1 -A very sad affair occurred at the residence of Mr. R. Mississippi valley with the great railroad O. Nunsom's, yesterday about 4 o'clock p. m. His little girl, eighteen months old, while playing about accidentally swallowed a petrified piece of wood and choked to death. The remains were followed to their last resting place this evening at 3 o'clock by a large concourse of friends, who extend to the unfortunate itents the deepest sympathy in this their sad bereavement.



An Important Meeting Held-Cheap Wanted.

PILOT POINT, TEX , April 4 .- One of the most interesting of all its meetings was that of the Horticultural Society vesterday evening. It was well attended, and many questions of interest to the fruit grower and gardners were freely discussed. The matter of snipments, markets and rates was discussed, and a committee appointed to confer with the managers of express companies and rail roads to let reduced rates on shipments. A strong effort will be made in this direc tion. If satisfactory rates can be secured to Denver and intermediate points, those markets can be supplied with fruits and vegetables in great abundance from Texas. The soil and the climate are here, and the people to grow them if they can be assured of market, and no longer will cotten carry away the crown. Colonel W. W. Ross

was appointed by the society a special sgent to go over the line of the Denver road, stopping at all important points with a view of investigating the markets The following resolution was presented, and after considerable discussion was laid over till the May meeting: To authorize the publication of a journal of horticulture as the official organ of

this society, and appoint a special committee to raise by subscription or a foint stock company to raise a sufficient fund to publish said paper. Samples of the growing fruit were on exhibition and showed indications of a

large and bountiful yield.

To "shell" the shell road at St. Augustine, Fia., for one and one-half miles will take 50,000 parrels of oyster shells.

ANOTHER SPOKE.

The Railroad Wheel of Progress for Fort Worth has Another Solid Spoke Added to It.

The St. Louis, Arkaness and Texas, the Short Line to M. mpbis, Chicage and the East is Here.

Fort Worth Sends Greating to the World and Invites the Dwellers Thereof

It is here! The Cotton Belt has buckled on to Fort Worth. The St. Louis, Arkansas and cattle are going to be left out in the cald. Texas Reliroad is added to the galaxy of There is going to be very little buying from that quarter either this year or any future year. The stockmen up there do not want the cattle because the cattle becaus they have nowhere to keep them. They they have nowhere to keep them. They can get possession of no government land loaded with ties and rails had come in to use for range purposes, and the sheep-from Smithfield ready to push to the east side of Marine creek, the bridg'ng men have stepped in and bought up most from Smithled long the men worked of the grezing land that has any water on hard, and last night at 7:48 the last tie hard, and last night at 7:48 the last tie it. And the stockmen up there are too poor to buy any cattle. I had an idea before I went to Denver that the cattlement of Teras were about as bad off as it is two locomotives in the city and two locomotives in the city and possible to be, but I tell you they are far the whistles of both were blown, notifying the 30,000 citizens of Fort Worth that another grand artery had been added to longer depend upon that the trade of this city. All day long p o ple went to the head of Houston street to view the work going on in the beaut fal

valley of North Fort Worth, while num-

bers went down in buggies to view the

known in the city that the Cotton Beit

track had been laid inside the city limits

and that Cotton Belt trains were here,

there was general rejoicing and every

man was as happy as when Fort Worth

work at close quarters. When it became

had received its first railroad HISTORY OF THE ROAD. In the year 1880, J. W Paramore and associates of St. Louis, projected a nar-tow guage railroad from the soutaastern part of Missouri to Texarkans Ark., and built the road. About the same ime Hon. Richard Hubbard, at one im Governor of Texas and now minis ter at the Court of Japan, with other Ty-Louis and Texas n rrow guage from Tyler to Texarkan- and Tyler to Waco.



bout the same time Governor Hubbard, R. S. Herndon and others built the arrow gauge from Tyler to Lufkin. For many reasons the parrow-gauge system was not a success, and the St. Louis and Texas was not an exception. The road went into the hands of a receiver and remained in that condition for some time, when a wealthy syndicate purchased the road and determined to make it a standard-gauge road and make numerous exand the new company, under the title of under the the St. Louis, Arkanses and Texas, at once went to work. The ening of the gauge was conducted in a masterly manner and the entire track and roadbed was soon equal to the best in the southwest. Elegant new cars were purchased and the locomotives and rolling stock generally were greatly improved. The man who was at the head of the company while this great work was being done and who still manages its affairs as president, was Colonel S. W. Fordyce, whose headquarters are now in S. Louis, Mo.



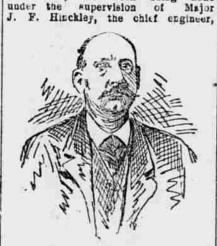
The officials of the company now are: President, S W. Fortyce; vice-president. R C. Kerens; assistant to president, H G. Ailis; general manager, W. P. Homan; chief engineer, J. F. Hinckley; secretary, J S. Wells of N. w York; treasurer, C D. Drake of St. Louis. Among the directors living in T-xas are Tom Randolph of Sherman, George Clark of Waco, G. W. Garrity of Cor icana, and L. B. Fish of Tyler. In 1887 the company extended its line from Mount Pleasant to Sherman, the latter city giving a magnificent bonus half a chance to get their products to to the road, thereby displaying its public spirit and enterprise. The road has been great acquisition for Sherman, and will aid materially in its prosperity. During the same year the company built an ex tension from Corsicana to Hillsboro which has been a great benefit to both of these cities. On both these extensions trains have been running for some months In the same year the company purchased the Narrow Gause Road running from Tyler to Lutkin, a line that penetrates the very heart of the magnificent pine for ests of Eastern Texas. The company bas decided to broaden the gauge of this line when it will have a fine country road second to none in the Union.

THE FORT WORTH LINE. Early in 1887 the far seeing and shrewd resident of the road, Colonel Fordyce and his associates saw the great benefit to accrue to the road by making the terminus of the main line at Fort Worth, ge Association, and of Colonel H. M. A tramway will be built to transport the where connection would be made with mater at from the sea to the road, and it every great rallway system in Texas. A we for some time that a movement will be delivered for 10 cents a barrel.

kans and the various cities which to Memphis, 489 miles. At Cairo it wanted the food were requested connects with the Illinois Central, makto send delegates to this meeting. Dallas tried to move beaven and ea. th to get the road and keep it from coming to Fort Worth. Herrepresentatives offered buge Texarkana, 215 miles, ab ut forty miles cash bonuses and right of way. A delegation, twenty strong, headed by the Mayor and making the trip in a magnificent Pallman car, repaired to Texarkana line from Fort Wor h to Washington, N-w listed for the war and prepared to do all York, Cincinnati, Louisville, Pulladelphia that a city off the natural line could do and all points east of the Mississippi to secure the road. The Dallas papers river. Congress has granted the com-neralded the departure of this body of panya charter to bridge the Mississippi at twenty distinguished cit'zaus and said that "Fort Worth will send a delegation twice as strong " This Fort Worth and on the morning of May 4, 1887, Col-onel Peter Smith got out of an ordinary coach of the Texas and Pacific and registered at one of the hotels.



COLONEL J. P. SMITH. That this one man with his head ful! of brains and his heart full of love for Fort Worth was equal to forty men from our sister city no one can doubt. delegations worked; members of the Dallss delegation were button-holing, the officials of the road at all hours, they were crawing maps and teiling what they could do for the road. Peter Smith pre-sented maps kimself; he showed the officials six different maps, but the ques tion seemed in doubt still. At las Colonel Smith went to his room and made a seventh ma . It, showed Commerce, Greenville, Plane, Grapevine and Fort Worth on the line, all good cities and destined to be greater. showed line that such a pass through the verv garden spot of Texas, it showed that this mae would leave Dallas fourteen miles off the track, it showed that by building such a line the St. Louis, Arkansas and Texas wou d connect with the great Fort Worth and Denver, and at once become the great cattle road to St. Louis and Chicago, it showed that such a line would bring from the forests of pine and hard woods in Arkaness and Texas to Fort Worth for distribution exactly what the vast country tributary to Fort Worth needed, and it showed other things. Fort Worth's Sherman friends had done some good talking, and when in the morning Peter Smith fitshed his seventh map on the officials of the Cotton Best the question was settled and Fort Worth secured the road. Colonel Smith was told to return to his people and tell them that i right-of-way through a portion of Tarrant and Dallas county was liven, together with depot grounds at Fort Worth, the road would be built to this city. Immediately after his arrival here a number of the members of the Merchants' and Manufacturers' Bureau were assembled in the office of E. E. Chase and the company's proposition accepted. The line



MAJOR J F. HINCKLEY.

and his assistants, S. M. Ramsdell, Walker, Raines and Brown. Unprecedented heavy rains interfered greatly with the work, but Major Hinckley overcame all obstacles and unshed the road to completion, and so April 2, 1888, 7:48 in the evening, will go down in Fort Worth's h s orv as the day and hour at which the el v-nth reilroad was completed that enered her corfines. Last night about 9 o'clock E. E. Chase,

president of the Fort Worth Board of frade, sent the following telegram: TO CHICAGO.

To President Board of Trade, Chicago, Ill. We congra mate you on the completion of the St Louis, Arkansas and Texas Railroad to this place. Tots line with her connection, the Illinois Central, reduces the distance between Chicago and this great railroad center of the southwest seventy five miles. E. E. CHASE. President Fort Worth Board of Trade.

TO ST. LOUIS. To President of the Chamber of Commerce, St.

We congratulate you on the completion of the Cotton Belt Relirond to this city making three trunk roads from your city to the great railroad center of the southwest This is the completion of the eleventh railroad to Fort Worth within the last eleven years. E E. CHASE, President Fort Worth Board of Trade. TO MEMPHIS.
To President of the Chamber of Commerce

We congratulate you on the completion of the St. Louis, Arkanses and Texas Railroad to this place. The bands of the Cotton Belt have now sat in sympathetic motion the wheels of the two great com-

mercial centers, Memphis and Fort Worth. E. E. CHASE. President Fort Worth Board of Trade. To the President of the Board of Tride, Little over Jackson, 331; Broiles' majority over Darter, 991. Brolles' majority over bot

We congratulate you on the comple ion of the Cotton Belt Rullroad to this city, bringing into direct convection the metropolis of Arkansas and the metropolis of Northwest T xas. E E. CHASE, President Fort Worth Board of Trade. THE ROAD.

The St. Louis, Arkansas and Texas Railroad has 1200 miles of main track, extending from Cairo, Illinois, to Fort
Worth, Sherman, Gatesville, Hillsboro,
and Lufkin, Texas; Little Rock, Ark.,
and Shreveport, La. At Brakley, Ark.,
it connects with the Memphis and Little
Rock, giving Fort Worth the shortestline where connection would be made with and Sprevaport, Ls. At Brakley, Ark., egg, and then, almo every great railway system in Texas. A lit connects with the Memphis and Little had died away, to meeting of officials was held at Texas- Rock, giving Fort Worth the shortest line great deliberation.

Chicago, the distance being 987 m'les I: is the shortest line from Fort Worth to less than by any other route. It is 723 miles to St. Louis, about the same as by the Missouri P ciffs. It is the shortest Grand Tower, eighty miles below St. Louis, and this bridge will be built in a short time. The company has its own lines into Shreveport and Little Rock In point of business the Fort Worth line will be the main line of the road and through trains will be run from Memphis to this city, with a through sleeper from Chicago. In polar of equipment the St. Louis, Arkansas and Texas is ahead of any road west of the Mississippi river south of Kansas City Twelve of the elegant Pullman chair cars have been purchased for the Fort Worth line, and these cars will surpass anything of the kind ever seen in the state of Texas. The company will have its great shops at Pive Bluff, Ark. Tyler and Fort Worth in Texas. It has hirty-seven acres of land for terminals in this city which is valued at \$37,000, and has the finest vards in Fort Worth contract for a freight depot 30x400 feet has been let and work will begin on i at once. By building the nigety-sever miles of track from Commerce to For Worth the company has found a great market for the walnut, ash, cypress, long and short leaf pine, oak, tupelo gumwhich is used for inside decorations of houses and cars-poplar and bois d'arc It becomes the great cat le line to Chicago, making connection as it does at Fort Worth with all lines penetrating the cattle country, thus making Fort Worth second only to St Louis in point of importance on this system. The work of ballasting the new road is now under way, and while it will begin to run mixed trains in a short time, full train service will not be put on until May 1. The company has leased the building corner of Main and

Third streets for city offices, and Mr. J. G. Harris, s well-known and ex-perienced railroad man, has been installed as Fort Worth agent THE GAZETTE congratulates Fort Worth on the completion of this line. It also congratula es Colonel Fordyce and his colleagues, Chief Engineer Hinckley, Assistant Caref Ramadell and Right of Way Agent Colonel W. D. Wylle, on the successful issues of their arduous labors These gentlemen have made a host of friends in this city who will always be glad to see them and know that they are prosper ng.

The stations on the Fort Worth line are Commerce, Neyland, Greenville, Weims, Josephine, Nevada, Thompson, Wylle, Maxwell, Plano, Renner, Carrolton, Alliance, Grapevine, Smitt fi 1d, Messouri Pa-cific Junction, Fort Worth and Denver Jusciton, Usion Stock Yards, in which he company owns an interest, and Fort Worth.

Father. Less of sleep sustained from anxiety spent over the little one so clowly and pititully wasting away from the effect of techning, unfit you for business, why not try Dr. Blaggers' Huckleberry Cordia.

Avoid harsh purgative pills. They make you sick and thed leave you consti-pated. Carter's Little Liver Pills regu-late the lowers and cure you.

It is Mayor Broiles again for two years. A majority of the voters of Fort Worth so declared by their ballots yesterday, ness administration and there is promise that this will be given. It is but truth to was run and early in August, 1887, the say that the general result is no surprise. obtained the land. The suit is for settlework of construction organ at Commerce, It has been evident for several days that ment of Britton & Lyon of Sherman being the Mayor Broiles would be re-elected, al-contractors, the work being done though the friends of Dr. Jackson and Major Mr. Darter had hopes that their favorite would be elected, this being particularly the case as regards Dr. Jackson, who it was thought was elected by many even

as late as 6 o'clock yesterday evening. Dr. Broiles, Dr. Jackson, Mr. Darter, and each and every candidate for aldermanic honors, were at the polls at open-ing and with their workers began the sattle of the ballot. The Broiles men were the most confident, and began to poll their votes early and kept it up till he polis were closed. The Jackson men, to a great extent, did the same, and made s special effort to get the votes for their man in early. The Darter men were in doubt as a rule, and with many Jackson men held back their votes until late in the day and then voted for Jackson sol-The detailed vote shows plainly that for some reason some 300 votes naturally for Jackson and Darter were cast for Broiles and these votes elected the latter. The campaign has been a quiet one and the elecion esterday the most orderly ever witpessed in Port Worth. There was no drunkenness, no rowdyism, no bulldezig of any kind which speaks well for Fort Worth. The total vote was light. showing that there was a large stay-at home contingent. In some cases ballots were cast for a dermen, only, the three names of the candidates for mayor being scratched. The new law was a great success and it was but a short time after the closing of the polls until the result in very ward was known.

THE V TE FOR MAYOR. First ward-Broiles 278, Darter 46, Jackson 387 Jackson's majority over Broiles 109, Jackson's majority over both

Second ward-Brolles 151, Darter 127, Jackson 247. Jackson's majority over Broiles 96. Jackson's majority over Darter 120.

Darter, 410. Brotles majority over both, loss must take place, and now it is very 832 Fourth ward-Broiles, 246; Darter, 60; astronomer, that the earth loses about

Fifth ward-Broiles, 148; Darter, 37; Jackson, 84. Darter, both, 47

Sixth ward—Broiles, 72; Darter, 50; Jackson, 90. Jackson's majority over Broiles, 18; Jackson's majority over are suffering retardation, and that their Darter, 40. SUMMARY. Total vote for Broiles, 1314; for Darter, 323; for Jackson, 983. Broiles' majority

Total vote of Jackson and Darte 1206 From the above it will be seen that Jackson carried the First, Second and Sixth wards, while Dr. Broiles of the Third, Fourth and Fifth. Mr. held third place in every ward in the

are you Sick?

Do you have pains about the chest and sides, and sometimes in the back? Do you feel dull and sleepy? Does your mouth have a bad taste, especially in the morning? Is there a sort of sticky slime collects about the teeth? Is your appetite poor? Is there a feeling like a heavy load on the stomach, sometimes a faint, all-gone sensation at the pit of the stomach, which food does not satisfy?

Are your eyes sunker? Do your hands and feet become cold and feel clammy? Have you a dry cough? Do you expectorate greenish colored matter? Are you hawking and spitting all or part of the time? Do you feel tired all the while? Are you nervous, irritable and gloomy? Do you have evil forebodings? Is there a giddiness, a sort of whirling sensation in the head when rising up suddenly? Do your bowels become costive? Is your skin dry and hot at times? Is your blood thick and stagnant? Are the whites of your eyes tinged with yellow? Is your urine scanty and high colored? Does it deposit a sediment after standing? Do you frequently spit up your food, sometimes with a sour taste and sometimes with a sweet? Is this frequently attended with palpitation of the heart? Has your vision become impaired? Are there spots before the eyes? Is there a feeling of great prostration and weakness? If you suffer from any of these symptoms, send me your name and I will send you, by mail,

Send your address on postal card to-day, as you may not see this notice again. Address, naming this paper, Prof. HART, 213 B. 9th St., N. Y.

THE VAL VERDE SUIT.

The State of Texas Sues the Huntiers ton Syndicate to Recever Half of the Suoset Lands.

Euroesstol it Will Unsettle the Tiels to Twenty Million Acres, and Add Largely to the School cand,

ANOTHER STATE SUIT. Special to the Gazette. Austin, Tax, March 29 -The suit

prought by Attorney General Hogg in Val Verde county against the Huntingdon Syndicate is really an old thing. The idea was started by Mr. Brooks, a lawyer here several years ago, and the attention of be last Legislature was called to it. The Val Verde suit involves only about twenty sections of land, but the state in this suit claims that the Huntington Syndicate now in possession of the Galveston, Harrisburg and Sau Antonio Reliway, to which the land was originally given, is only entitled to one-half the lands claimed by the syndicate under their certificates from the state and and the general desire is for harmony n the suit is for an equal division the city government for the next two on the ground that one-balf of the ground years. The people ask simply for a busi- held by the company belongs to the school fued. The suit is based on the construction of the constitution and s'atutes under which the Sanset route

> which has been overhanging 1,000,000 acres of land since the adoption of the present constitution. Confederate vet erans' and Texas veterans' land certificates are said not to be involved. If the st te wins it will unsettle the title to about 20 000,000 acres, and A orney-General Hogg said it would record many million dollars for the school fund Able land lawyers here say there is nothing in it beyond mere fuss, and Attorney-General Hogg says he is simply discharging his duty to the state and its people, regardless of consequences. The Huntington syndicate are conducting the fight turough Judge Hill, an able lawyer of Houston. It is stated here in event the state eventually won and the honest purchaser was forced to surrender had his land the title could, and probably

would, be cured BY ACT OF LEGISLATION or even constitutional amendment. The Attorney-General holds in the suit that a separate construction is to be placed on constitution and the statutes affecting the case, and that half the school lands held by the railways or persons under cerificates dated since 1976 belong belong to the school fued for the reason alleged, that the state constitution set spart one half the public do main for school purposes, and the Legislature by a law set aside one-half. The suit comes up for trial in Val Verde connty next mouth.

Lors of Speed in Planets and Comsts. Nature.

Is the motion of planetary bodies per petual? At first, everything seems in show that it is. The earth with its mass of three thousand trillion tous turns with a speed that enables a student to go bareheaded a good many miles without catching cold in the act of saluting a professor, Third ward—Broiles, 419; Darter, 9; for a long time defied all attempts to de-Jackson, 78. Broiles' majority over tect in it loss of speed; but with the fric-Jackson, 341. Broiles' majority over tion of the tides constantly at work such certain from the calculations of Adams, the Jackson, 129. Broiles' majority over an hour in eixteen thousand years, and is Jackson, 117. Broiles' majority over coming to rest, though it must be admit-Darter, 186. Brolles' majority over ted rather lessurely. So, siso, the burry-both, 57. ing up of comets as they go round the Fifth ward—Broiles, 148; Darter, 37; sun 1 possibly accounted for by a retard.

Jackson, 64. Broiles' majority over ing action in space which makes it neces-Brolles' majority over sary for them to try and make up, as 111. Broiles' majority over were, for lost time, and in fact the eral arguments in the present day as favor of what Sir Isaac Nawton bell -that the motions of all bodies in space velocity is becoming less and will uitimately cease.

> A preparation which is ada, ted to the re cure of ailments to which members alleged to do this, but has long

What Constitutes a Family Medicine

FORT WORLH IRON WORKS

Manuschurers of the Celebrated FORT WORTH WELL DRILLING MACRINERY Architectural Iron Work a specialty,

GLIDDEN WIRE.



GLIDDEN WIRE

Excepting that ma infactured by Wishburn a Moon Mainfacturing Com any, of Worcester, Mass., and sold in their six suis,

SAMBORN & WARNER Houston, Tex.

We are informed that other parties are manu-

And we take this occasion to state that such manufacture and sole to unlawful, being an inmanuscular transfer of the manuscular we have brought off maint the manuscular and take the brought of the bright maint include any dealer or consumer who purchases such unlawful pro-

duct.

Wiss of Ex bed Wire other than the GLIDDEN are a Aunfactured by a large number of DEN are confidentiated by a large number of our licenses a and com them such styles of larbed Wire can safely be perchased; but the right to mainfacture the Grildoen style for the styles of the styl South & M en Man if cturing Company of Caster, Mass, and no purchase of this style had wive can safely be made except 30 h and except 30 h and warner, their ascents, of an il but tair to the bublic to make steen pit, in order that fall information the safet may be hed.

Washington & Many Mass.

apon the soften may be hed.

Washburn & Morn M'r'g Compant,
Sabborn & Warner.

SPECIAL NOTICES.

Notice to America etc.

Until So'clecke, m. ap 1120, 1881 I will file
fe my office but the the contract of hierag an
artesia well is not public square estate town
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The Commissioners Court resoures the fight
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OFFICE OF FORT WORTH AND N W
LEANS HAILWAY COMPANY,
FORE WORTH TEX. Mach.
The annua meetin, of telling of to for
the rort Worth a d New Organs Ra In the cut of ore wor hereafted y, May Sth, less at the cut on an me S. W CAVE,
Security and Treasurer.

OFFICE OF FORE MONTH AND TWO OR LEANS LILEWAY CON ANY.

FORE WORTH LES HAVE ANY.

The equilar and he meaning of the stock-holders of the Fort Worth and New Greans-Ralway company will be held in the company's effice in the city of Fort Worth a Treaday, May Sth, 1885. day, May Sth, 1886. Se retary and Tree surer,

LIVE STOCK. YOUNG, ANDREWS & KUHEN, STOCK DEALERS.



Ho ses. Wares. Mules and Jacks nes. We are prepared to esterible contradist the delivery of Cattle H rese Mares and place at any point in Texas, and solicit corres-

